SHE WENT AT THE RATE OF 25.31 KNOTS AN HOUR FOR EIGHT MILES.

THE OFFICIAL TRIAL RUN OFF CAPE ANN.

HER SPEED THE ENTIRE DISTANCE AVERAGED

TECTS AND BUILDERS

Boston, Nov. 18.-The Columbia has made

## DO NOT FAIL TO SEE THE GRAND DOLL SHOW

Cramp, N. P. Towne, the designer of the engines of the New-York and the Columbia, was also below acting in the capacity of an expert and looking after the machinery. Captain Sargent remained on the bridge, directing the course of the big ship. There were 264 men employed down below the water-line in the engine and fire rooms, and of that number there were twenty offers in each room. About twenty barrels of oil were consumed on this trip alone. It flew like water from the rapidly moving machinery, and the men as they came up on deck from time to time to cool off looked like black, greasy negrees.

ber official trial trip, and has won for her builders, ther Messes. Cramp, of Philadelphia, a bonus of about \$350,000. She did not meet the expectations of her most enthusiastic admirers owing to a slight accident, one that might happen to any steamer, and which does not reflect on the skill of her builders. Her official time will not be made public for several days, but the careful computation made on board the ship gives her a record of about 22.81 knots as her average speed over a course of \$2.82 nautical miles. The history of to-day's run will show that she is the most remarkable steamship ever built.

The Columbia arrived in Boston Harbor last Monday. On Tuesday she made her preliminary run over the course and developed a maximum to the state of the contract, and she actually made twenty one knots, which gave to her builders a bonus of \$200,000 above the contract figures. The Columbia arrived in Boston Harbor last Monday. On Tuesday she made her preliminary run over the course and developed a maximum to the men as they came up on deck from time to cool of looked like black, greasy negroes.

The landsman can gain a better idea of the great speed of the Columbia to-day by saying that in her greatest burst of speed she went at an average of about thirty land miles an hour. The New-York was obliged to make twenty one knots, which gave to her builders a bonus of \$200,000 above the contract figures. The Columbia is built on different lines. She is thirty-five feet longer than the New-York, six feet narrower and 4500 more horse-power, so that she was required to make twenty-who and three-fourths knots, their bonus will be \$356,000. The nearest ap-

quirements.

When the run was over to-day the machinery was in perfect condition, and Mr. Younger sent up to Mr. Cramp the following note:

The engines have worked splendidly and are now in perfect condition and can, if you think neces-sary, make another run at once. JAMES YOUNGER.

The experts on board compiled the following summary of the run going north:

Distance in Elapsed Speed in nautical miles. time. Ruots.

This is an average of 22.81 for both runs.

CHIEF ENGINEER MELVILLE'S TRIUMPH. THE COLUMBIA'S TRIPLE SCREWS PROPOSED BY

HIM-COMPARISONS WITH FOREIGN-

Washington, Nov. 18.-The remarkable speed of the Columbia on her official trial, which was fore-

shadowed by her preliminary run on November 14, when she averaged 2.87 knots (with the tide) for

when she averaged 2.87 knots (with the the) for two hours, is the cause of great satisfaction at the Navy Department, and to none greater than Engi-neer-in-Chief Melville, who has been receiving numerous compliments, for every one knows that to him the great success is due. He it was that

proposed the use of triple screws and insisted upon it, although the idea was by no means popular at first with many. He realized that the best and

safest way to utilize the enormous power required to secure the high speed was by three screws, and

his design has been ably carried out by Cramp & Sons with the magnificent result already sustained.

It is quite natural to compare the Columbia's

recent performance with that of other fast ships,

and many will take for that purpose the Japanese

out in the open sen. It is also true that the fel-ords of some of the previously constructed Arm-strong ships have been open to grave doubts. The Naniwa-Kan was said to have made 18.9 knots, but the best that could be got out of the Charleston, which was built from the Naniwa plans, bought

from Armstrong, with severe forcing, was 18.2. The

naval engineers know all about her trials and very

little about those of the Naniwa.

The following table shows in parallel columns

what the Naniwa is said to have done and what

Naniwa.

ratic it would come down to 22.1 knots

Another thing which casts doubt on the fairness

of the record of the Yashino is the date of the

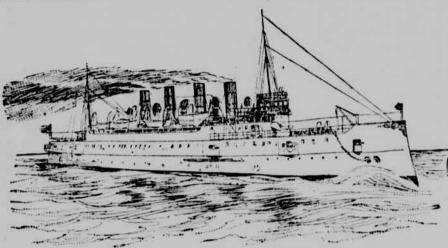
SECRETARY HERBERT GREATLY PLEASED.

Washington, Nov. 18.-Secretary Herbert, speakwashington, Sol. 22 trial, said to-night:
"We had expected a run of 22 knots, but
this surpasses our expectations. I think that

the Charleston actually did:

BUILT WARSHIPS.

Going south.



peed of 24.09 knots while running between two uoys. On Thursday she made an attempt to take her official run, but owing to the high ind, which moved the stakeboats, she was smpelled to return. She developed that day, hile running between two buoys, a speed of % knots. In view of these unofficial records, billic expectation was raised to an abnormal gree, and many experienced naval officers exected that she would not fall below 23 knots to by. The weather was fair, with a light breeze in buoys. On Thursday she made an attempt to make her official run, but owing to the high wind, which moved the stakeboats, she was compelled to return. She developed that day, 22% knots. In view of these unofficial records, public expectation was raised to an abnormal degree, and many experienced naval officers expected that she would not fall below 23 knots today. The weather was fair, with a light breeze in the morning from the southwest, increasing considerably during the afternoon. Going north the ship had but little if any benefit from the wind, and coming south the wind presented a slight obstacle, which was probably not entirely offset by the advantages of draught for her boilers. Among the guests who went down to the Columbia this morning was Robert T. Lincoln, ex-Minister to England, who enjoyed the trip im-

The Trial Board consisted of the following officers, detailed especially for this service: Rear-Admiral George E. Belknap, senior member; Commodore John G. Walker, Captain Edmund O. Matthews, Chief Engineer Edward Farmer, Commander Philip N. Cooper, Commander Francis A. Cook, Lieutenant-Commander Joseph N. Hemphill, Naval Constructor Joseph Feaster and Lieutenant Lazarus L. Reamy, recorder. The Engineer Board included Chief Engineers Edward Farmer, H. Schuyler Ross, R. W. Milligan and Herschell Main. The assistants of the Trial Board were Lieutenant-Commander Charles O. Allibone, Lieutenant Franklin J. Drake, Ensign Augustus N. Mayer, Ensign W. Roy Mason Field and Ensign Harry George. The assistants to the Engineer Board were Passed Assistant Engineers Abraham V. Zane, Albert B. Willits, Wythe M. Parks, Reynold T. Hall, Edward H. Scribner, Thomas F. Carter, Martin Byington and Harry Hall, and Asistant Engineers Andrew McAllister, Joseph S. McKean, William W. Bush, Walter S. Burke, Oscar W. Koester, Edward L. Beach, Charles R. Emrich and George W. Laws.

The Columbia got under way from her anchorage at Quarantine and steamed slowly down to Boston Light. The instructions from Captain Robert W. Sargent to the consulting engineer, James Younger, were that, after reaching the light to rush her along as fast as possible under natural draught, and to put on the forced draught when within about half an hour's run of the starting-point. The interest of everybody on board was at fever heat as they approached near to Thatcher's Island, Cape Ann, off which the first stake boat, the Dolphin, was anchored, and as the big warship rushed past the buoy at a 221/2-knot speed a shout went up from those on board both vessels and from the spectators along the shore near the Twin Lights. The Columbia made an excellent start, and as she swiftly passed the Iwana, Kearsarge, Leyden, Fern, Narkeeta, Fortune, and finally the Vesuvius, at the extreme end of the line, everybody on board expected that a record rising 23 knots would surely be made, for she had increased her average between the buoys of from 22.65 up to the phenomenal figures, which have never be-fore been reached, of 25.31 knots. This terrific burst of speed was made over the last leg of the first half of the course-a distance of about seven and three-fourths nautical miles. This speed was attained with an air pressure of only three-eighths of an inch and a steam pressure of only 155 pounds, while she is allowed to use an inch and a quarter air pressure and 168

The big ship answered her helm obediently of the record of the Yashino is the date of the performance of the Ninth of July, constructed by the same firm. It is reported that the maximum speed was obtained for 14,500 indicated horse-power, which would be over 20 indicated horse-power per and after making the long turn, involving a distance of about ten or twelve miles, she came down like a fleet racehorse for the word. speed was obtained for H.50 indicated horse-power, which would be over 20 indicated horse-power per square foot of grate, and a horse-power for about 1.35 square feet of heating surface. Both of these figures are in excess of anything of which trust-worthy data can be obtained, on this side of the ocean it is thought to be doing very well to get 16 to 18 indicated horse-power per square foot of grate and a horse-power for two square feet of heating surface.

Naval engineers say it is possible by judicious jockeying to make a series of very short runs which will give results much better than the average of a continuous long run, and everything points to such being the case with the Yashino and the other fast Armstrong ships. It certainly was with the Naniwa and the Esmeralda. There is a big difference between running one mile and running ninety. Some of these so-called fast ships would probably get very thred if they attempted to follow the Cofsmbla. There is reason to believe, therefore, that in the Columbia, which has run over a carefully measured course of about forty-four miles at the unprecedented speed of 2.81 knots, the United States has the fastest cruiser in the world, because her speed has been fairly and accurately determined for a long run. Everybody who has had any part in her design or construction may well feel proud, and the Engineer-in-Chief has another added to his recent successes. Across the line she sped, and between the Vesuvius and the Fortune she made an aver-Vesuvius and the Fortune she made an average of 24.77 knots; between the Fortuna and Narkeeta her average speed dropped to 21.11. It was evident that something had happened in the hull of the swift leviathan. In turning on the bilowers too suddenly at the start at Cape Ann in the morning the water began to foam in the morning the water began to foam in the boilers, carrying a quantity into the cylinders, and making necessary a slowing down of the engines. This made it necessary also to turn about and make a second start between No. 1 and No. 2 buoys. But in the afternoon, when the boilers began to foam from the same cause, it was not feasible to turn about and try over again, and so the Columbia lost perceptibly in speed at this point, and it cost the firm thousands of dollars; for had this accident not happened, she would, without a doubt, have made the entire run or nearly eighty-eight knots in an average of more than twenty-three knots. Her greatest speed between buoys after this incident was 22.77 knots, and she crossed the line at the finish at a 22.70-knot rate.

The maximum revolutions of her propellers was about 128 on the port and starboard engines, and 132 on the after engine. Her average steam pressure was 155. She developed 21, 500 horse-power, burning about thirty tons of picked Pocahontas coal an hour while running over the course. John Paterson, who has been in the employ of the Cramps for a long period, was in the fire-room, and was practically the chief engineer of the cruiser during her entire trip from Philadelphia and her big run to-day. Under him was Nelson Johnson, in general charge of the port engines. Ernest Bachman was in charge of the port engine, George Lawrie was age of 24.77 knots; between the Fortuna and Narkeeta her average speed dropped to 21.11

trip from Philadelphia and her big run to-day. Under him 'was Nelson Johnson, in general charge of the engines. Ernest Bachman was in charge of the port engine, George Lawrie was in charge of the starboard engine, and John Shea controlled the aft engines. James Younger, consulting engineer for the Cramps, was in the engine-room transmitting orders from Edwin S.

THE BIG HORSE SHOW ENDS.

A BRILLIANT SPECESS FROM THE OPENING TO THE CLOSE.

MADISON SQUARE GARDEN FILLED WITH EN THUSIASTIC THRONGS EVERY AFTERNOON AND EVENING-FEATURES OF THE

CLOSING DAY. . The end of the Horse Show, which came last evening, was greater than the beginning, which came last Monday. The thing has grown immensely during this pleasant November week. Nobody except the treasurer has had an opportunity to peep into the account of receipts, but it, is reasonable to say that this year's exhibition has been the most triumphant of the series of nine, given by the National Horse Show Association. The attendance yesterday was surprising. The morning hours brought many people, but still the seats were At 2 o'clock, however, a throng turned in from Madison Square, and at 3 o'clock there was not a vacant seat anywhere. The after-noon performances were highly interesting and included among other things the introduction of the two famous trotters Directum, with his record of 2:654, and the celebrated mare Alix. They drew light bleycle sulkles and there was considerable speed shown, though, of course, the limits of the arena did not admit of big spurts. But the ap-pearance of the horses at the gates brought forth great applause from the boxes and galleries. Directum wore boots, which indicates the care that is taken of this magnificent animal. There was some disappointment expressed, at this incident, but after all a proper guardianship over so valuable a piece of horse-flesh is natural and to be expected. Throughout the afternoon there was no lagging of interest; indeed as the show has neared its close its popularity has increased. Credit is due to the management for having maintained this public interest. A programme can easily be arranged. but a programme that will fascinate throughout a great display like this must be arranged by who thoroughly understand their business. From the beginning to the end of this exhibition there and not been one inclient to mar its progress Good nature and courtesy have prevailed, from through its years of experience, has drawn into its service attendants who know their places and who perform their duties on the same scale of gentility as characterizes the promoters of this annual opening of the winter season in society. The evening brought together the greatest throng probably that has ever been seen in the Madison Square Garden. The boxes were all filled, the seats for sale were all taken early in the day, and from the floor to the upper gallery no chair remained unoccupied at 9 o'clock. Few more brilliant scenes have been witnessed in New-York City than that of last evening, when the object of the gathering is not extraordinary in their classification or character, but everything was done well and amid the ap-

ment, 14 hands 1½ luches, aged, ridden by Captain Adenis. There was admitted into this class the bay mere Elsinore, 15 hands ½ luch, five years, bred by A. J. Cassatt and exhibited by the Foxbill Stud. She was ridden by exhibited by the Foxhill Stud. She was ridden by Rudolph Ellis, her owner, and took the thirl grize. The brown gelding Patrol. 11 hands 3 mehes, four years old, exhibited by A. J. Ca-satt and ridden by Morton Smith, was highly commonded.

contest for the challenge cup, \$500). This prize out to the hackney stallions taking first prizes in different classes. Fir t, four years old or over (foaled or before 1880), shown with four of their get without rard to neet second, the same, except that the get ould not exceed two years old (bailed in or after 1891); third, fallions three years old or over (loaded in ar before 1890), 15 hands 2 inches or over; fourth, the same, except that they should be 14 hands 3 inches and under 15 bands 2 linehes; fifth, the same, but 14 and under 14 band; 3 linehes, and sixth, stallions two years (foaled in 1891), height not considered. The prize was also open to stallions having taken a first prize in the haviney American Hackney Horse So tety.

There were five entries-namely, Matchless, of Londe-to, Jelonging to W. Seward Webb; Doctor Parke, the projecty of H. G. & R. Cheney, of South Minchester, Coun.; George Green's Rufus, and also imported Rufus, ir., and Hopeful II, imported, exhibited by Walter L. Clark. Matchiese, of Londeshoro, won the cup. As between the other horses shown, Doctor Parke received the favors, which really served to mark him second to



Marcs or goldings, in the best appointed real rig, fol bred by J. Holmes & Son. Mr. Kip also won second price with the bay mare Mona, a companion of My May,

With unusual promptness the sents were taken for the opened great clowds filled the coloniade, and they passed in as rapidly as it was possible for the gatemen to admit them. The first feature of the programme was the judging of twenty saidle horses for prizes, first \$150, second \$755 and third \$25. \$75 and third \$35. The list was to include mares or goldings 15.2 or over, four years old or over, up to carry ag

160 pounds. The first award was to the bay gelding Acrobat, sired by that noble animal Longfellow, and exhibited by the Chestnet HU! Stock Farm. The second Beliwood Stud. The third award was to the bay The chestnut gelding Chester, exhibited by W. Elkin was highly commended. 8200, second 100, thirl \$50, for the best appellit and best park tandem, owner to drive; the wheeler carts and farness to be recognized tandem patient

elicited much applause from the boxes and galleries fashion was showing itself at its best. It was gratifying to a large number of the authorice when the bay on ch-thut geidings Buckshot and Tip Top, exhibited by Potton, jr. Harry W. Smith won the third prize wit his brown and hav goldings Say Rocket and Sky High, and the black and bay goldines of Harr McLorgen

teams there were a ven entress for the \$100 Leady. It was won by Westworth Last, of Louden. This performance was intresting in that it involved exhibit driving between josts placed in the ring. The driver was required to describe the figure eight between these posts and perform various offic evolutions with seve a teams. His accomplishments received much appliance, and as one of the final acts of the show it was extremely

interesting.

Shortly after 9 o'clock the famous trotting stallion Direction, accompanied by the great mare Adx, who are matched to trot at Fletwood Park for a purse of \$5,000 on Tuesday next, appeared in the ring to the time of "see, the Conquering Mero Comes," and were rested with tremendous appliance, which lasted Several

The programme closed with a performance by hun said jumpers over two fences at five feet, two at ! Set 6 inches and two at 6 feet, at a minimum weigh f 140, for a first prize of \$200; second, \$100; third, at

The first prize was taken by the hay goldine Ontario, of Helwood Stud; the second by the black goldine Transport, exhibited by Thomas Hitchcock, jr., and the third by the gray goldine of Hugh J. Grant, Lotty.

The lat affair of the evening was the judging of the first prize winners in the hunting and jumping classes for the championship cups, open to all the first prize winners in the hunter and jumping classes during the state of the championship cups.

show (part entries).

The prizes were awarded in plate, divided into three prizes of \$150 cach, and given to the best heavy, middle weight and light weight horses contending. The winners were Transport, first, heavy-weight; Kens'ngton, second, middle-weight, and Gerina, light-weight, third.

THE LEHIGH VALLEY TIED UP.

ALL ITS TRAINMEN GO ON STRIKE.

Wilkesbarre, Penn., Nov. 18.-The trainmen's strike on the Lehigh Valley system is on. Before morning it is expected that every wheel between Buffalo and Jersey City will be tied up. At 10 o'clock to-night Superintendent Es of the Wyoming Division, received word that the strike had been ordered to take effeet at midnight. Almost at the same instant

feet at midnight. Almost at the same instant the news was flashed from Coxton, the southern terminus of the Pennsylvania and New-York Division, that the operators there had left their keys. Since that time only one wire has been in use and the dispatchers at Wilk 3-barre are completely at sea.

At 11:30 o'clock to-night the freight crews of the Northern Division took their engines to the roundhouse and quit work. Through north-bound passenger trains were moving as usual up to midnight. The Buffalo express passed through on schedule time, but will be stopped at Sayre, where the strike is now on. The southbound train will be allowed to go through to New-York, where it will be abandoned.

At midnight the superintendent of the Wyoming division said that he did not think mall trains would be stopped, although he had no definite information as to the intentions of the men. When the northern-bound express due here at 11:02 p. m. reached South Wilkesbarre, it was found that the switches had been locked, and the train consumed twenty minutes in reaching Wilkesbarre, one mile north.

All night the station here was thronged with trainmen and passengers. The latter were par-

reaching Wilkesbarre, one mile north.

All night the station here was thronged with trainmen and passengers. The latter were particularly anxious for definite information, but none could be obtained, for the strikers also-lutely refuse to talk, and the officials seem dazed by the suddenness of the tie-up. Great excitement prevails here, and the general opinion is that the strikers have made a mistake.

Superintendent Lippincott, of the Jersey Central, was in consultation with the Lehigh Valley officials for two hours last night, and it is thought that if passenger trains are held up the traffic will be transferred to the Jersey Central, was in consultation with the Lepingh valley officials for two hours last night, and it is thought that if passenger trains are held up the traffic will be transferred to the Jersey Central, provided the trainmen of that road will handle it. Should they refuse, the tie-up may extend to this road. Everything is quiet at 1 a. m., and no trouble is anticipated.

THE CONGRESS OF RELIGIONS. DR. LYMAN ABBOTT DISCUSSES ITS WORK

A LARGE AUDIENCE LISTENS WITH INTEREST TO THE BROOKLYN PASTOR AT

AND RESULTS.

COOPER UNION. The first of the series of Tree Saturday night lectures was delivered last night in the Great Hall of Cooper Union by the Rev. Dr. Lyman Abbott to a large and deeply interested audience. "The Parliament of Religions" was the subject. "It was most wonderful gathering; none like it has ever taken place and no country was so fitting for it as this," said Dr. Abbott. He briefly outlined the

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Alaska Sealskin Jackets, large collars and sleeves, full skirts, worth \$225.00, at \$178.00.

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MANUFACTURERS SIGN THE SCALE.

IDLE IRON MILLS IN THE MAHONING AND SHENANGO VALLEYS MAY START UP SOON. Youngstown, Ohio, Nov. 18 .- At 11:15 o'clock to night the manufacturers of the Mahoning and Shenango valleys signed the scale of the Amalgamated Association, after a discussion which lasted

THE WEATHER REPORT.

DISTURBED CONDITIONS IN THE NORTHWEST. Washington, Nov. 18,-The storm which was central in the lower St. Lawrence Valley has moved to the eastward of Nova Scotia, followed by clearing, colder weather and brisk to high northwesterly winds in New-England. A slight disturbance has appeared to the north of Lake Superior, and a third is apparently forming to the north of Montana. The brometer is high from the Ohio Valley westward to the Pacific coast, it being highest over the central Recky Mountain districts. Heavy rains have prevailed during the dig in the Lower Mississippi Valley, but the weather continues fair in all other districts, except near Lake Superior, where local shows are reported. It is colder in the Northern States end of the Mississippi and in the South Atlance States, and in the lower Mississippi and in the South Atlance States, demerally fair weather will prevail in the central valleys, with slowy rising temperature from the Mississippi westward. Rains, followed by clearing weather, are indicated for the Guif States, with colder northerly winds except in Western Texas, where the temperature will rise. ward of Nova Scotia, followed by clearing, colder weather

FORECAST IN DETAIL FOR TO-DAY. For New-England, fair; followed Manday night in eg For Eastern New-York, Eastern Pennsylvania, New-Jorey and Dilayare, 12.7; sugnity colder; west winds. For District of Columbia, Maryland and Virginia, generally fair; colder; north winds. For Western New-York, Western Pennsylvania, Ohis, Lower Michigan and Upper Michigan, fair, except local snows at lake stations; west winds.

Tribune Office, Nov. 19, 1 a. m.-Clear skies yesterday

menting were overcast as the day were on and a light rain feil. The temperature ranged between 39 and 55 degrees, the average (105) being 74 degrees lower than on the same day last year. In and near this city to-day there will probably be fair and coder weather.

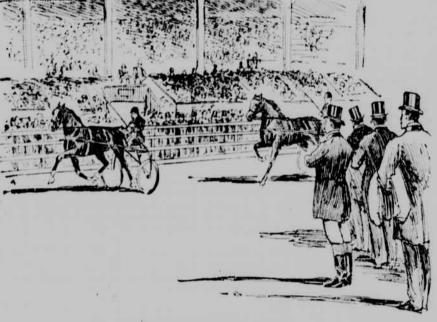
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HENRY ABADIE.

HOTEL CHATHAM,

## GRATEFUL-COMFORTING



cluded the introduction of a special class, which of Molly, bret by Moneure Robinson. Joshua Gregg we brought forward some four-in-hand teams for a the third prize with the gray geldler Hosea B. Perkin special prize of \$100, offered by John G. Heckscher, for the best driver. There were seven entries, and a fine display of skill in horsemanship was afforded.

AWARDING THE PRIZES.

under 12 hands, three years old or over, was brought torward to compete for a first prize of \$87; second, \$49; and third, \$20. There were five entries, and the winner was Gorge Green's black mare Jenny, 11 hands 3 highest seven years old. The skew golding Spot, 10 hands 12 meles, seven years old. Felonging to L. E. Wells, took second prize. George Green also came in for the third prize, through imported Miss Exmoor, a black mare 11 hands 3 inches, and nine years old. The chestnut golding Jose, 11 hands 1 meh five years old, exhibited by M. Leithen, it was highly commanded. and many will take for that purpose the Japanese cruiser Yashino, built by the Armstrongs. The published results of her trial give her a speed of 23.03 knots, but say nothing about the horse-power. It is only known that this result was the average of four runs on the measured mile, lasting probably, including the turns, thirty or forty minutes. It is, however, a very different thing to run for half an hour in sheltered water from a four-hour trip out in the open sea. It is also true that the records of some of the previously constructed Arms-

ing Jose, 11 hands I meh, five years old, exhibited by P. M. Fulton, pr., was slighly commended.

Ponies in horness, norse or gellings, above 12 hands and not exceeding 13 hands 1 meh, to the gamber of eight came up from the basement to compet: for prizes of the same amount as those in the preceding class. All were dainty steppers, and their thick coats were suggestive of confortable winter quarters. Tom-Tit, an imported toy gelding, 12 hands be inch high, five years old, exhibited by Miss Eleanore Widener, took the blue librar. There is no prizeswinner in the show which



this surpasses our expectations. I think that she is by all odds the fastest cruiser afloat, with the possible exception of the Kaiserin Augusta, of Germany, of which vessel I have heard reports of a greater speed, but of which I have no official information. I think if this trial had taken place in England, where they have a measured course, the speed would have been considerably greater, possibly a knot."

In conclusion the Secretary said that he considered this a fair trial of the vessel, and that she was a great acquisition to the growing American Navy,

the third prize with the gray geldier Hosea B. Perkins, 15 hands 3 inches, five years old, sired by Ira Wilkes, and the highly commended ribbon was awarded to Joseph



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